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Phil-a-Frunk

A literal food drive.

November 30th, 2017



WE WILL ONCE AGAIN UNITE, hopefully without the rain this year, with WMMR's "Camp Out For Hunger" to help fill the food banks of the Delaware Valley in order to feed the million or more people in our region who go hungry every day. Our club members are fortunate enough to own one of the finest production vehicles in the world -Porsche, yet there are many around us that are not so fortunate. There are many around us that couldn't even fathom paying to fill up our tanks with gas because they can't even fill up on food.

Last year's Riesentöter members raised 19,903 pounds of food or 23,000 meals for Philabundance in a 3 mile caravan featuring 188 Porsches and averaged 106 pounds of food per Porsche beating the Jeep club by 5,000 pounds of food. This year I expect to be even stiffer competition from the four-wheelers of the Delaware Valley. So let's step up to the plate as we did last year. We were the fifth largest donator last year as well. With our Riesentöter Family and the help of all our area Porsche dealers (Bucks, Conshohocken, Lehigh and Porsche of the Main Line including out of the region Delaware) plus the Capital Grille in King of Prussia, Beam Suntory, and Fabspeed - we can help exceed those amounts.

Join us by filling your frunk or trunk with nonperishable items (see below) and meet us in the Capital Grille's parking lot in King of Prussia. We will have hot chocolate on hand for everyone and should you come straight from work, Captial Grille will be giving our members a nice send off in the form of some choice appetizers. Last year it was sliders, lobster mac & cheese and hot soup.

At 7:30pm we will Caravan (this will literally be a food drive) down to Xfinity Live in Philadelphia to the Sports Complex via a FIRE ESCORT by Valley Forge Volunteer Fire Company as well as snaking our way past mall traffic with the help of the Upper Merion Township Police Department (76 east, to 476 south, to 95 North, exit at Broad Street). Then, in array of generosity pop our frunks to help those less fortunate this holiday season. Please ask your family and friends to join us. We should have no problem beating last year's goals so please RSVP so we can break some more records

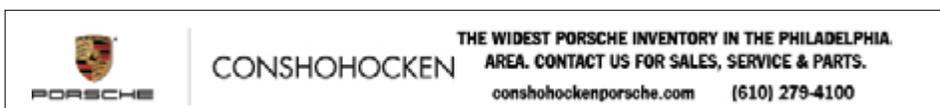
[RSVP - REGISTER HERE](#)

PhilaFrunk with the gift of food.

Choose products that are in boxes, cans, or plastic bottles and do not have to be refrigerated such as:

- Canned/ Shelf-stable tuna and or Chicken/meat**
- Macaroni and Cheese**
- Canned/Boxed Pasta**
- Canned Beef Stew**
- Canned Chili**
- Creamy Peanut Butter**
- Jelly**
- Canned Green Beans**
- Canned Corn**
- Canned Fruit**
- Breakfast Cereal and Hot Cereal**
- Non-refrigerated boxed or powered milk/rice milk**

OUR SPONSORS





November 30th, 2017

Phil-a-Frunk Dealer's Raffle



THIS YEAR EACH OF OUR AREA PORSCHE DEALERSHIPS are providing a unique raffle prize in order to provide additional funds for Phil-a-Frunk and the Valley Forge Fire Department. Things like a \$700 service or a \$1000 gift basket containing a detail and Porsche Swag. There will also be a silent auction for one of those fancy-dancy Porsche office chair (retail value \$5500). You can buy your raffle tickets in the tent at the Capital Grille's kickoff extravaganza on the day of Phil-a-Frunk. Even if it rains you must be there, that's why we gave out umbrellas to all who attended last year's holiday party. Anyway, winners will be emailed on Friday December 1st as we also announce how much poundage we beat the Jeeps. Thank you for your generosity. The people who use Philabundance thank you as well.

Buy Tickets

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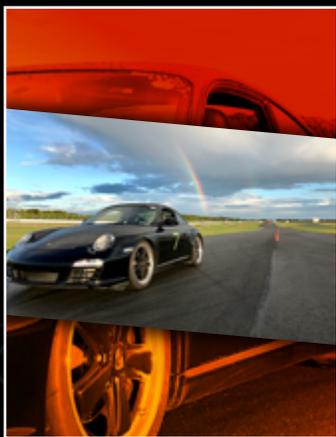
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DEPARTMENTS

- 7 Event Calendar
- 8 Membership Milestones
- 9 New Members
- 11 Vom Präsidenten
- 12 Editor's Note
- 21 Fun Links

FEATURES

- 13 **60th Anniversary - Autocross**
RECAP
David Nettleton
- 14 **SIDETRACK:**
Speed kills – or does it?
David Newton
- 15 **SUN AND SHADE**
MEMBER MEETING
Don Eichelberger
- 16 **UTAH DEBRIEF**
PIRELLI WORLD CHALLENGE
Alec Udell
- 17 **SHIFTS AND GIGGLES**
Jeff Walton
- 19 **SONOMA ROCK DEBRIEF**
PIRELLI WORLD CHALLENGE
Alec Udell
- 22 **PORSCHEs, EXOTICS and CLASSICS 2017**
CAR SHOW
David Newton
- 23 **SPECIALTY CAR SERVICE CENTER**
MEMBER MEETING
Don Eichelberger



COVER

Photographed at Pocono Raceway
Photo by Dan Ruble

2017 RTR Event Calendar

NOVEMBER	30	Phil-a-Frunk
DECEMBER	2	RTR Holiday Party (UPDATED DATE)

AT SIX MY CAREER PATH WAS SET.



*My father's 356 Porsche.
That's me next to my sister.*

*See the rest of the story
on our website.*



In 2009, I opened The Porsche Specialist. I started by renting one bay at Jones Automotive and through the years the company has grown to the point that we now have a full staff and occupy the entire facility. We can attend to all of your automotive needs. In addition to Porsche, we have extensive experience on most other European manufacturers. Call me anytime. **610.544.9967**

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MEMBERSHIP MILESTONES

YEARS	Sept	Oct	Nov	Dec
60				Don Reinhard
45	Joseph Long			
30	Michael Blank		Michael Furman	Ronald Jenkins
25	Chuck Pescatore		Michael Andrews Gregg Frey John Warren Michael Zukawski	Fred Heiler
20	Lawrence Bardfeld James Dillon Ed Goss	Steven Bolden Jim Foster Thaddeus Popek Robert Rose	Earl Macomber Rob Smale Harrison Tyson	Walter Beer Mark Bruen Edward Camm Gary Curran Richard Kessler David Schenk Wendell Will
15	John Michael	Caleb Brinton Jeff Cabot Bill Hance Leo Parsons Richard Schaumburg Harry Tachovsky Leon Tschepikiewski	Steven Hoagland Peter Quinn Len Schwartz Bob Sterling Lou Zotti	Bruce Hernandez David Maugle Carl Tallardy
10	Jerry Poole	M.H. Brightbill Bruce Cochran Michael DeLuca Gary DiPietro David Felker Larry Frakes S-E Haugen James McConnell David Miller	David Hall Chris Pavlou Daniel Yonker	Bruce Brod Bernie Ebersole Barry Edwards David Raab
5	Rick Bierly Rui DaSilva William Majarian Jorge Monteiro Lynn Morris John Nothelfer	Terry Robinson Howard Sacks	Cliff Kratz Don Shumway Jeff Smith Jack Sverchek	John Allen Al Kaufmann Jarad Leo David Spirt



NEW RTR MEMBERS



Henry Ackell	North Wales, PA	1984 Burgandy 928S
Ken Aksu	Exton, PA	2014 Black 911 Turbo Cabriolet
Faisal Al-Khabbaz	Mechanicsville, PA	2018 GT Silver 718 Cayman
Mike Amery	New Hope , PA	1989 Red 911 Turbo Cabriolet
Sam Bapasola	Yardley, PA	2002 Black 911 Turbo
Jeff Bechtold	Philadelphia, PA	2013 Black 911 Carrera
Robert Bennett	Philadelphia, PA	2017 Panamera S E-Hybrid
Rachel Bond	Garnet Valley, PA	2005 Guards Red Boxster S
Neil Brown	Flourtown, PA	2003 Orient Red 911 Carrera
Eric Cantor	Radnor, PA	2017 Black 911 Carrera
Victor Capo	Springfield, PA	1982 Red 924 Turbo
Joel Casa	Fountainville, PA	2018 Black 718 Cayman
Ramsey Dallal	Elkins Park, PA	2017 Night Blue Macan Turbo
Chris Damoretcki	Landenberg, PA	2007 Cobalt Blue 911 Carrera
Gregory DeCardona	North Wales, PA	2014 Black Panamera GTS
Marcus Dietz	Breinigsville, PA	2015 Jet Black Metallic Cayman
Richard Durante	Philadelphia , PA	1999 Silver 911 Carrera 4
Mark Dzieonski	New Hope, PA	2017 White 911 Carrera
Steve Finley	Warrington, PA	1987 Guards Red 944 Turbo



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2017 Membership Raffle

December 2, 2017

Riesentöter
FOUNDATION

Teaching driver safety.



Win a heart-pounding trip,
and much more!



Wow! Thanks to everyone who's already purchased entries for the holiday raffle to benefit the Riesentöter Foundation and its teen driver safety education efforts. Obviously, we have some great prizes—but also a great cause and we truly appreciate the support.

Winners will be chosen during an exciting drawing at our annual holiday party on December 2nd—note the date change from our previous e-mail. Reminder: You need NOT be present to win 1st or 2nd prize!

Remember, the odds of winning our raffle are excellent. With only 400 entries sold exclusively to RTR members, someone you know will probably take home one of these prizes.

So, if you haven't purchased an entry—act now. If you have, consider improving your odds by purchasing a few more entries. Remember, the Riesentöter Foundation is a qualified 501(c)(4) charity.

[So act now to buy entries!](#)

Remember, this is for charity, so please help us out!!

FIRST PRIZE

Porsche Driving Trip

Winner's choice! A heart-pounding two-days at the Porsche Sport Driving School or a couples trip to the Porsche Experience Center in Atlanta with a stay at the Four Seasons.

Option A) The Porsche Sport Driving School's High Performance Driving course is the program's most popular option. Participants work with a professional instructor on skills like Skid Pad, Heel/Toe Downshifting, Cornering Drills and Track Sessions (\$3,200 course credit can be applied to other PSDS Courses including Master's and Masters Plus w/Race License).

Option B) Porsche's Experience Center in Atlanta offers something for everyone. This weekend trip for two includes airfare from Philadelphia to Atlanta, a stay at the Four Seasons, dinner at Restaurant 356, and a 911 GT3 Experience for two! You'll have plenty of time to explore the Experience Center's museum, exhibits, and get your fill of everything Porsche.



SECOND PRIZE

1 Year RTR "Free Ride"

Second Prize PhotoBack by popular demand! The perfect package for an active RTR member. Track enthusiast? How about free entry to all of Riesentöter's driving events!? Autocrosser? We'll reimburse your entry fees for any races in our series. Social? You'll get a guaranteed spot on the annual road trip and room credit. Also, two tickets to next year's holiday party, family picnic, and free participation in any rally events (or you may select an alternative cash prize of \$750. Need NOT be present at drawing to win! See Official Rules for restrictions).



THIRD PRIZE

Porsche Warmth

Third Prize PhotoUnisex Porsche Motorsport Collection Soft Shell Jacket. Inspired by the original Motorsport Collection. Breathable, windproof and water-repellent exterior material. 100% polyester. In Black/White/Red (or you may select an alternative cash prize of \$250. Must be present at drawing to win Third Prize. See Official Rules for restrictions).



Vom Präsidenten



WELL OUR 60TH YEAR IS ALMOST IN THE RECORD BOOKS and our 60th Anniversary bash at [Pocono](#) was just spectacular. The weather was almost too perfect for Pocono and there was plenty to do, from three days of DE including the 3/5 mile circuit on Friday, to two days of autocrossing on the East Track with the help of Northern New Jersey. The AXers were hitting speeds at close to 90mph and though you may not think that is fast, they usually don't see half those speeds in a parking lot filled with cones. Friday also gave us a nice little drive given to us by the Pocono Region, though yours truly made a last minute game day decision and extended the route by at least another hour, and we ended up near Lake Wallenpaupack. Saturday afternoon was a spectacular 84 mile rally/jaunt through the mountains. The rally was created by the Pocono Region, and yours truly with the help of my eagle-eye navigator, my wife and social chair Wendy Walton, managed to place first in the rally competition. After the rally we enjoyed happy hour at the [Camelback Resort](#) prior to our banquet. The 60th Anniversary banquet was pretty crowded with members from our entire area. We had about 200 RTRers in the room, where we mingled and had great eats. It also marked the first time our members could get their hands on our 60th Anniversary bottle of Knob Creek RTR Bourbon aged for 13 years. There are still a few bottles left, the proceeds benefit our foundation, so see us at the next membership meeting to pick up yours today.

The 60th anniversary is not over yet. We still have a few things on our calendar for November, including our annual charity event - Phil-a-frunk, come on out, even if your Porsche is already in the garage for winter. Though the Jeep club may cry foul because you didn't ride in your Porsche, as a club member I don't care what you drive as long as you bring food and lots of it. We don't win, the people who need this the most will benefit from our generosity. Oh and then there is the [holiday party](#)....December 2nd. Wendy is promising a nice big bash to bring an end to our year-long celebration. This is not to be missed.

And I want to leave you with the results of our election. It was uncontested and the slate is now penned and ready to take action on the first of the year. Jeffrey Walton will remain president. Corey McFadden is now our vice president. Chris Barone will remain treasurer and Maggie Nettleton is our Secretary. Roy Bloomsberg is our new membership chair. Wendy Walton is our social chair and probably will be for life. Marty Kocse is still our track chair, David Nettleton is our autocross chair, and Mike Todas will remain editor of Der Gasser. So please give a word of thanks to our board anytime you see them, they put in long hours to make this club run on all cylinders and they do it for you.

Pedal down.

Jeff Walton,
President Riesentöter



Editor's Note



SUMMER IS LONG GONE AND LUCKILY WE ENJOYED A LOVELY MILD AUTUMN.

It seemed that the fall foliage came and went rather quick this year. I hope that many of you had the opportunity to enjoy the red, orange and yellow changing colors through the windshields of your Porsches. Unfortunately, I was unable to take the 911 out this fall, as she her body is currently sleeping in my garage, and her heart is in pieces at my mechanic's shop. After 12,000± track miles (69,886 total original miles - yes, over the past 10 years - I turned a low mileage, perfectly stock, value rising 911SC in to a track rat), two broken head studs, and almost 40 years of life, Gretel is due, probably well overdue, for an engine rebuild.

I will spend all winter trying to figure out what exactly to do ... keep her a stock 3.0 or go to a 3.2. Remain a CIS injection system or change to EFI/Carbs. Perform a full heart transplant surgery, but which engine 964, 993, Turbo, V8 (just kidding). Rebuild/transplant the 915 transmission with new gear ratio and Limited Slip Differential, or upgrade to a G50. Then there is the clutch, flywheel, pressure plate, and shifter to consider. Like the autumn leaves falling of the trees, cash is falling from my wallet!

When I was sent the cover photo, taken at Pocono Raceway during the 60th Anniversary celebration in September, I knew that it had more meaning to me than just a beautiful photo of a Porsche with a rainbow. During the Driver's Education at Pocono, is where Gretel really let me know that she was very tired and that the engine rebuild was inevitable.

Between sessions, Gretel decided she was too tired to start with the turn of the key. So I had a few of the guys in the pits give me a push so I could push start her, which worked fine. A few sessions later she pooped out again. This time nobody was around and I decided to push start her all by myself (cue the Benny Hill soundtrack). I got her moving and jumped in then managed to brake my key in the ignition. With the help of the guys from [Brubaker RS](#) (and some dental tools!) the broken off key was dislodged. And wouldn't you know it my spare key, normally in my tool box, was sitting at my house 45 miles away. I only missed one session and got my key from home, but I could tell that Gretel was very tired for the rest of the weekend. Adding two quarts of oil over two days is normal ... right?

Porsches and rainbows ... I wish I had found a pot of gold at the end of the rainbow over Pocono Raceway that weekend, because the engine rebuild is going to get out of hand quickly. 10 years ago, I read this book: [The Gold-Plated Porsche: How I Sank a Small Fortune into a Used Car, and Other Misadventures](#). It's a great read and now I get to live my own similar adventure.

Happy Thanksgiving, have a wonderful holiday season and Happy New Year ... see you in 2018!!!

Michael Todas
Der Gasser Editor-in-chief
Be smooth and keep your eyes up





RIESENTÖTER AND NNJR HELD AN AUTOCROSS RACE AT POCONO RACEWAY

on September 9 and 10, using the newly refurbished and fully curbed “Southeast” infield. In a word, this was Epic. Even veteran autocross junkies (like some of our SCCA buddies) were absolutely raving about the course.

It was FAST. And it was LONG. And it was FUN. Adrenalin aside, we had two days of beautiful weather, and enough time to really enter full Autocross mode: race, sleep, and do it all again. Between Dave Nettleton, Rick Newman, Nick Betegh and Grant Lenahan, we set two very different, but fast and exciting courses for each day. Saturday we ran the course clockwise and Sunday counter-clockwise. The venue was big and long, which allowed some very un-autocross like speeds – 80 to 90 mph if you had the skill and the guts, pretty much in equal parts. The last thing in my focus at the end of the fast slalom was preserving speed and life in the s-sweeper that immediately followed.

We were able to give the drivers 11 - yes 11 - runs Sunday. We also had 9 runs on Saturday. With the LONG runs on the East Course, the drivers experienced a lot of intense driving.

Despite the speeds and challenge, we preserved the inherent safety of Autocross. The one core tenet of Autocross is the safety of drivers and workers. It is not just that autocross is safe to you and to your car, but the safety allows you to push it and experiment much closer to the limit of your sleek racing machine than would be possible under most circumstances. The drivers experimented with both sides of that limit, yet we had very few spins and cars in the grass. Those losing control, in autocross style, regained control without issue.

This event made me think differently about our autocross program. Driver Education is typically a “destination” event. You go, stay in a hotel, party with your friends, and turn off regular life for two days. Autocross is more typically a “get up early, get home late afternoon, and have the evening available” sort of thing. But not this event - and it “felt” different. It was more of a community, more of an immersion and a better opportunity to improve your driving skills.

All this should have had a waiting list a mile long. Rather, we had a well-attended, but cozy turnout. Working across two or three clubs, we can offer something truly special for those with the desire to take advantage of Autocross on the track. If you have experienced Autocross or if you have never participated, think about taking the plunge as we consider making this a reoccurring event. Then again, we all want our 11 runs.

Beyond the course and the cars, this proved to be a special event, bringing out people we do not always see:

- National contenders from SCCA, ex NNJR
- Previous Autocross Chairs
- Newbies with new cars
- Drivers with rusty 911s from the 70s and 80s
- We had Howard Mintz, the aforementioned Rick (both turning terrific times)
- We had the president of Riesentöter
- DE visitors that haven’t been on an AX course in years, spectating and hanging with us between DE run groups and students

It was rewarding as always to see novice drivers get the bug, generate big smiles and progress rapidly. One student, a young woman MD in a new Boxster, had NEVER competed in Autocross, yet she was getting aggressive and confident on her first day. Go doc! Another veteran DE driver and NNJR instructor brought his son to swap back and forth in his Boxster. We are still sorting out who belongs to each time, but they were both improving their times rapidly, to the soundtrack of squealing tires (fun to spectate).

In the end, these events assume their own personality. This event had a big personality, defined in part by the venue, but also by its two-day destination format. Let us know what you think of this larger format. If you are a veteran or a first timer there may be attributes that would make it more or less attractive to you. Let us know what you desire in the Autocross events. You may always reach me at “Autocross@RTR-PCA.com”. Thanks to all the volunteers, and to the great driving and attitude of all the drivers from NNJR, RTR and “the other NNJR” (SCCA).

David Nettleton





Sidetrack: Speed kills — or does it?

TENS OF THOUSANDS OF AMERICANS DIE EVERY YEAR ON OUR HIGHWAYS,

and a large percentage of those tragedies are blamed on the relative speed of the vehicles involved. The greater the speed, the more likely an accident could end in serious injury or fatality — or so the thinking goes. But is this accurate?

I propose we accept a supposition at least in principle. Speed is a component of virtually all traffic accidents and fatalities. I say component, because studies show that speeding is not usually the root cause. A parked vehicle is rarely an accident participant, and will almost never be the basis of fault.

As a Porsche owner and enthusiast for many years, I am particularly concerned with the prevailing assumption that speeding is the cause of most accidents. It's a dangerous misconception, and I will support this claim with vehement resolve.

I don't endorse breaking the law, but I also enjoy the capabilities of my car and can often do so within the overall realm of sanity. It's what I have always loved about Porsche. You can have a blast with every facet of driving — from negotiating a downhill hairpin to entering the expressway.

Several years ago, the National Highway Traffic Safety Administration (NHTSA) issued a report to congress called the "National Motor Vehicle Crash Causation Survey," which actively supports this theory. Nowhere in this document does it site vehicle speed as an accident cause — for good reason.

The study makes an important assertion. Vehicular incidents are overwhelmingly triggered by driver error — about 94 percent of the time. Mechanical failure comes in at a very distant second, about 2 percent. And most of what you would consider to be in this category is traced to poor vehicle maintenance as a cause.

Attributing an accident to vehicle velocity diminishes the responsibility of the operator as the focus of the accident equation, in many cases to the point of driver absolution.

Accidents by definition require a cause and an effect. The cause is an action — changing lanes without checking your mirrors, or driving at night or in the rain without your lights on. The effect is the end result — striking a guardrail, for instance. Without a cause, there is fundamentally no consequence.

If we then focus on causality within the classification of driver error, distracted driving is a controversial category of cause due in large part to the fact that it points exclusively to operator negligence — not paying attention to the primary process of driving.

The use of cellphones (especially the smartphone) is sited as a major contributor, but distracted driving is hardly a new concept. Incidents of distracted driving are on the rise regardless of the source, from adjusting the radio to passenger interaction. Cellphones are targeted because of the rise in overall use.

But let's get back to the subject of speed.

A recently prevalent area of study relates to something called "relative speed differential" — the disparate velocity of two or more objects moving in close proximity. The greater the variance, the more potential there is for an accident resulting in an injury.

This brings up an interesting point. Driving too slow for conditions can actually be more dangerous than simply driving fast. Approaching behind a vehicle traveling 40 mph when you are driving at the posted 65 mph speed limit can present as much of a danger as speeding 20 mph over the allowed maximum.

So then if we concede that speeding is rarely the root cause of an accident, why are the large majority of highway citations written for that very action? The answer can be as contentious as the comparison I led with in this commentary.

Once you establish speeding as an illegal and even decadent practice, the effort of drawing revenue from its enforcement becomes much easier. Most states engage in the practice of speed traps, road blocks and cameras as a revenue producer attributing public safety as the overall rationale.

But safety is simply a convenient justification for these tactics. If it were actually true, the enforcement practice would focus on areas where the speed limit and related incidents is comparatively high — where traffic studies (assuming there are any) support the activity.

Instead, speed enforcement tends to occur in areas with under-posted limits and where safety is particularly less concerning. Why? Because speed enforcement is inherently dangerous, so it often takes place where safety is that much less of an issue — an ironic observation.

If we really want to promote safe driving (and I certainly think we should), wouldn't it make more sense to place an appropriate importance on incident cause, and perhaps even promote efforts with emphasis on (and regulation of) driver error and the resulting corrective action?

Unfortunately, driving has developed into a rather thoughtless activity. Even more frustrating is public acceptance of that fact. Driving any vehicle is an important responsibility with potentially horrific consequences, especially when you consider the substantial weapon you are yielding.

And the more we ignore the problem, the worse it gets. Consider the activity of distracted driving mentioned earlier. We are all particularly guilty of transgressions in this category. But we don't accept that these actions are integrally dangerous, completely ignoring the fundamental problem.

I admit I get up on my soapbox when it comes to the subject of speeding. But I'm still surprised at the degree of indifference, or even acknowledgment of unreasonable enforcement. I have a friend who cynically refers to these citations as the "speed tax" — the inevitable cost of doing business as a driver.

I could accept his analogy if it also included other violations such as coasting through intersections, unsafe lane changes, reckless or aggressive maneuvers and tailgating. By the way, all of these actions fall under the classification of accident cause, but not as aggressively pursued as speeding continues to be.

Until we accept that traffic accidents are initiated by the operator of the vehicles involved and not something as intangible and blameless as theoretical physics, we may never resolve the problem. It's far too simple to place culpability on a concept that the general public has long perceived as evil to its core.

If communities really want to make a discernible and meaningful difference in the safe travel of their roads, they'd focus more on accident cause than other extraneous influences. And place the specific responsibility and acceptance of nearly all vehicular incidents where it belongs — on the driver..

David Newton



Member Meeting - Sun and Shade

THE SEPTEMBER MONTHLY MEETING was held on Wednesday the 20th at a new location, [Sun and Shade](#) in Collegeville, PA. During the initial segment of the member's meeting, announcements were made concerning the upcoming club events (please check the website) and nominations for new officers were announced. These are as follows:

- President - Jeffrey Walton
- Vice President - Corey McFadden (new)
- Secretary - Maggie Nettleton (new)
- Membership - Roy Blumberg (new)
- Track - Marty Kosce
- Autocross - Dave Nettleton
- Der Gasser Editor - Michael Todas
- Social - Wendy Walton

There was a good crowd, but the amount of food far outweighed the number of attendees. The owner, Rick Harmon provided details and demonstrations on the products and services Sun and Shade provides along with introductions of his team.

Who is Sun and Shade? They are a certified [3M Crystalline](#) service center plus a full service salon providing Detailing, Paint Protection, Window Tinting, Wraps and Graphics and more! In addition to Rick, a representative from 3M spoke and demonstrated a new product, [Crystalline](#), a window film which provides both a UV shield and an IR shield to keep the inside your Porsche cooler.

A raffle was held for an Opti-Coat Gloss application and Quick Detail available to all members who attended other raffle prizes provided by 3M.

Owner, Rick Harmon would like to extend a discount to our members for their products and services (varies with choice) - to everyone, not just to those who attended.

If you're an RTR/PCA member, you qualify to up to 10% off your bill. Sun and Shade is the exclusive service center of Crystalline and they have many other services that protect and beautify your Porsche!

Contact them directly:

Sun and Shade
 4123 Creamery Road
 Collegeville, PA 19426
 888.215.2630
<http://sunandshade.net>

Don Eichelberger



UTAH DEBRIEF PIRELLI WORLD CHALLENGE

SALT LAKE CITY IS A BEAUTIFUL PLACE. The surrounding mountains serve as a wonderful backdrop for the city, yet they also cause quite a bit of air turbulence; I can't think of any flight I've taken into SLC that's had a smooth landing.

The track sits outside of the city 30 minutes to the west in Tooele. To get there you drive past the Great Salt Lake. I always wondered why I've never seen boats on the lake and, as I found out from a few locals, the lake is actually more of a marsh, with a maximum depth of 33 feet.

You learn something new every day!

Continuing on with the science lesson, Utah Motorsports Campus sits at an altitude of around 4,300 feet, the highest altitude that we race at all year.

Just like at higher altitudes you have a harder time breathing, so do cars. This means our naturally aspirated Porsche makes less power at altitude.

Comparatively, the boosted cars – turbo and supercharged, lose less power at altitude.



In order to even the playing fields, the turbo and supercharged cars are required to run reduced boost pressures at higher altitudes. Even with the decreased boost levels, I still think the boosted cars have a little edge on the normally aspirated cars, and it seems to play out every year.

Because UMC was a stand-alone event for Pirelli World Challenge we got lots of track time: four practice sessions, a qualifier and two, 60-minute races.

That extra track time is definitely needed on these weekends as Preston [Calvert] and I split the time in the sessions between the two of us.

We've finally nailed our driver changes though, so switching between the two drivers is a breeze. The main focus in our practice sessions was getting the No. 77 Calvert Dynamics Porsche in the right spot for handling; a spot that would maximize both my and Preston's abilities in the car.

Now this weekend Preston decided to go super hero style and not only run our PWC SprintX races, but also run his 911 GT3 Cup car in the Pirelli GT3 Cup USA series!

After too many on-track sessions for me to count (I'm still on summer break for one more week) and four races over the weekend, I think I only heard him once say he was exhausted from all the driving. When you've got a passion for driving, you do anything you can to satiate your desire to drive.

Race 1 came mid-afternoon on Saturday, our qualifying run wasn't amazing, but Preston drove a great first stint, narrowly missing a spun car on the first lap, and continuing on to pass three more cars across his 25-minute stint.

As I said earlier, we've gotten our driver changes down pat. It's very exciting when you get it all done correctly!

In I went for my 35-minute stint in the 911 GT3 R. I was a bit in no-man's land just running consistent laps the second part of the race. I had a good battle with a Mercedes for a few laps when we got some sprinkles from a rain cloud above the track.

I was able to take advantage of a mistake and get a run down the front straight into Turn One to move us into the fifth- position in the Pro/Am class where we would run to the finish.

I started Race 2. My lap time from the day prior put me in the ninth starting position overall. From there I was able to pick up two spots on the opening lap and settle into a good rhythm for my 30-minute stint.

Running 7th overall and third in Pro/Am, I ducked into the pit lane to pass the car off to Preston. The story of the second half of the race was caution flags.

We unfortunately got tangled up and sandwiched between a GT Cup car and a Pro/Am competitor which spun Preston around on the first re-start. He was able to get moving again and managed to stay on the lead lap, bringing the car home in sixth-position.

A post race penalty for one of our competitors saw us move up one more position for another fifth place on the weekend!

I'm very happy with our performance this weekend, two top-five finishes in an extremely competitive Pro/Am field is something to be proud of. Next up, my home track: Circuit of the Americas! See you in two weeks

DEBRIEF BY: ALEC UDELL

About Alec Udell:

Alec Udell (@AlecUdell) is the 2016 Pirelli World Challenge GT Cup champion, driving for GMR Racing and Calvert Dynamics in the 2017 PWC GTA and SprintX Series. Udell is a Clemson University student, majoring in engineering.

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SHIFTS AND GIGGLES

OKAY BACK TO COMMERCIALS, it's a hot topic within my little feature here. Sometimes I talk about the seemingly endless car sales ads, sometimes I talk about the technologies these car companies promote...today, well today has been a long time coming, and I've been stewing over this ad for quite a while. It goes exactly like this.... cue woman in high heels, purse over shoulder, coffee cup in hand, she walks towards the Statue of Liberty, gets situated and says -

“You do all this research on the perfect car, then you smash it into a tree, your insurance company raises your rates, maybe you should have done more research on them.”

What? What? What? “You do all this research on the perfect car”, then nonchalantly she says, “then you smash it into a tree.” She says it like it's an everyday occurrence, “and you smash it into a tree.” That leaves so many unanswered questions. Why they hell did she smash it into a tree? It's not like the tree jumped out like Fangorn the Ent from Lord of the Rings. Did she have pent-up frustrations over this tree? Is this the very tree she climbed as a child, then broke her arm? Or is it the tree that she and Donnie McDreamy carved their initials on forever, signifying their love for each other, only years later he dumped her at the alter? Or does she just despise oak trees? Maybe it had nothing to do with a deep-down hatred of trees. Maybe it was just her. Maybe her cup holder was filled with tissues, nail polish, and gum wrappers and she had to hold her coffee while she drove, then decided to change the radio station because Robert Palmer's Addicted to Love reminded her of Junior Prom, where she lost Prom Queen to Jenny her BFF at the time, but not anymore, and since her so-called “perfect car” didn't have a hands-free option, at the exact time she took her eyes off the road to change the station, she hit a manhole cover thus popping the lid off the coffee, enabling the pumpkin spiced cream, two-sugar coffee to splash down her new white blouse, losing control of the car, and smashing into the tree.

Or maybe it was one of the most dangerous things to do behind the wheel of a car.... texting while driving. Oh this gets my goat. Driving a 2 ton vehicle on the road takes skill and it shouldn't be treated lightly. Once you get behind that wheel you should be focused, focused like an athlete or a cello player. You don't ever see someone on the baseball field whip out a cell phone in the middle of a game to text, LOL to the latest cat meme nor do you see that happen at a concert, where a musician stops playing guitar and texts his agent, thus it shouldn't happen behind the wheel. “And then you smash it into a tree.”

Pay attention! Pay attention! If she would have just paid attention, then her perfect car would have been just fine. If she would have taken a [street survival](#) course she probably would have been just fine. Don't go blaming the insurance company. She would have no one to blame but herself -always trying to pass the buck. The insurance company did not have anything to do with the tree nor the accident involving said tree. It was her, the person behind the wheel. She needs to own up to her mistakes and count her blessings that so called “perfect car” of yours had airbags. The insurance company raising their rates is probably the best thing to happen to her. Now they get her where it hurts, her wallet. If they would have just said, “oh alright, so you smashed your car into a tree, go get another one...on us,” she probably wouldn't have respected that car either, then she would have blamed someone else for rear-ending that tractor trailer. Maybe now that her rates are higher she'll take a bus more and stay off the roads or at the very least pay more attention to the road and her surroundings and we can all thank our lucky stars she didn't have Liberty Mutual so she could learn a valuable lesson. Pay attention.

Jeff Walton,
President Riesentöter





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The Studio

RDS AUTO GROUP

The Studio at RDS is a full service photography studio based out of West Chester, PA specializing in capturing the beauty of automobiles with a custom-built studio, state-of-the-art equipment and trained photographers/videographers. Our team will work with you to highlight the unique aesthetics of your vehicle to create one of a kind, timeless art that can be displayed digitally or in print. Our other services include product photography, real estate photography, videography, and studio rental for personal projects. Give us a call at 484.424.0290 to schedule a tour of our studio.



SONOMA DEBRIEF PIRELLI WORLD CHALLENGE

SONOMA, CALIFORNIA IS A BEAUTIFUL AREA OF THE COUNTRY. We stayed in a house on a vineyard that had a beautiful view of the surrounding mountains and grape vines growing all around the property.

My family always comes to this event, as well as Frank and his wife Tammy from Euroworld Motorsports.

The majority of the day they spend exploring vineyards in the area then show up for the on-track action. It's really a unique event!

This weekend was tough. On track action started on Friday, we had two practice sessions, one in the morning and another in the afternoon.

After a solid afternoon session, coming out of the session in fourth, I felt my Euroworld Porsche was ready for qualifying Saturday morning. After qualifying eighth, I knew in the first race I'd have a little bit of work to do.

On the start of Saturday's race I was on the outside of the fourth row, which put me inside for Turn 11. Because we go through side by side I had to check up a lot.

As I made the turn the leaders accelerated away from the field early, which caused a bit of a spread out start. I ended up going into Turn 1 just outside of Bryan Sellers, and was able to close up and go inside into Turn 2.



Unfortunately, Bryan and I had contact which broke my steering rack, disabling the car, and gave both my and Bryan's cars flat tires. It was a bit of a give and take incident.

I own that I had partial responsibility in the wreck. You never want to sit out a race so it was a frustrating end to the day.

Due to not turning a lap in Saturday's race I started Sunday's race from the back (19th).

Determined to not have a similar issue on the start, I put it out of my mind and focused on the task at hand. I was able to get a great launch and move my way up to about 11th going into Turn 2.

At this point, up ahead, there had been some contact and I couldn't tell but a car was coming across the track. Being in the middle lane, I was a bit along for the ride. The Audi next to me narrowly escaped contact with the spun car, moving over towards me.

A full course caution came out for the incident. The rest of the race was uneventful. I was able to pick off two more cars for a ninth-place finish, earning yet another Best Start and Hard Charger awards.

It wasn't the performance I was hoping for coming out of a great weekend at Mid-Ohio, but as we say "that's racing."

Sunday night was the Pirelli World Challenge awards banquet and I was awarded the overall Hard Charger Award for the year, meaning I gained the most positions throughout the season!

What an honor. I am proud of this one. As a racer, you want to race and you want to be known for being aggressive but smart. I feel like this award really recognizes that.

The banquet also gave me a chance to reflect on the successes of the 2017 season.

We came out strong at St. Pete with the blue and orange Euroworld Motorsports Porsche with two wins in the GTA class. From there, I had a long run of top 10's in Sprint, while in Sprint-X Preston [Calvert] and myself had several top-5 finishes in the Pro-Am class.

Ultimately, Mid-Ohio was my best overall finish this year with a third-place in the Pro class.

Coming into the year I had set goals for myself. First was to compete in the Pro class, then get a Top-5 finish, a podium and a win. I consider completing every goal but one a success.

We'll strive for the Pro win next year. I knew this year the competition level was going to be the toughest I've seen in my career, but that's what makes you better.

I really had to push myself harder than before, but in the end it has most definitely paid off.

I want to take this chance to thank Frank Lee from Euroworld Motorsports. We've had a great few seasons in the Porsches and I'm excited to keep pushing forward with it! James Sofronas and his crew at GMG; they're a top-level program and I am very excited that James was able to take the championship in GTA!

I also want to thank Preston Calvert, we had some great racing in the SprintX series. I enjoyed being a dynamic duo in the 77 car and look forward to more opportunities in the future!

I can't say for sure yet what we're doing next year, but I think it might involve some longer races. Stay tuned.

Thank you all very much for following the season progress with me this year and stay tuned for news about next one! Coming up: eight hours at Laguna Seca. As we say here at Clemson... "C U There!"

DEBRIEF BY: ALEC UDELL

About Alec Udell:

Alec Udell (@AlecUdell) is the 2016 Pirelli World Challenge GT Cup champion, driving for GMG Racing and Calvert Dynamics in the 2017 PWC GTA and SprintX Series. Udell is a Clemson University student, majoring in engineering.



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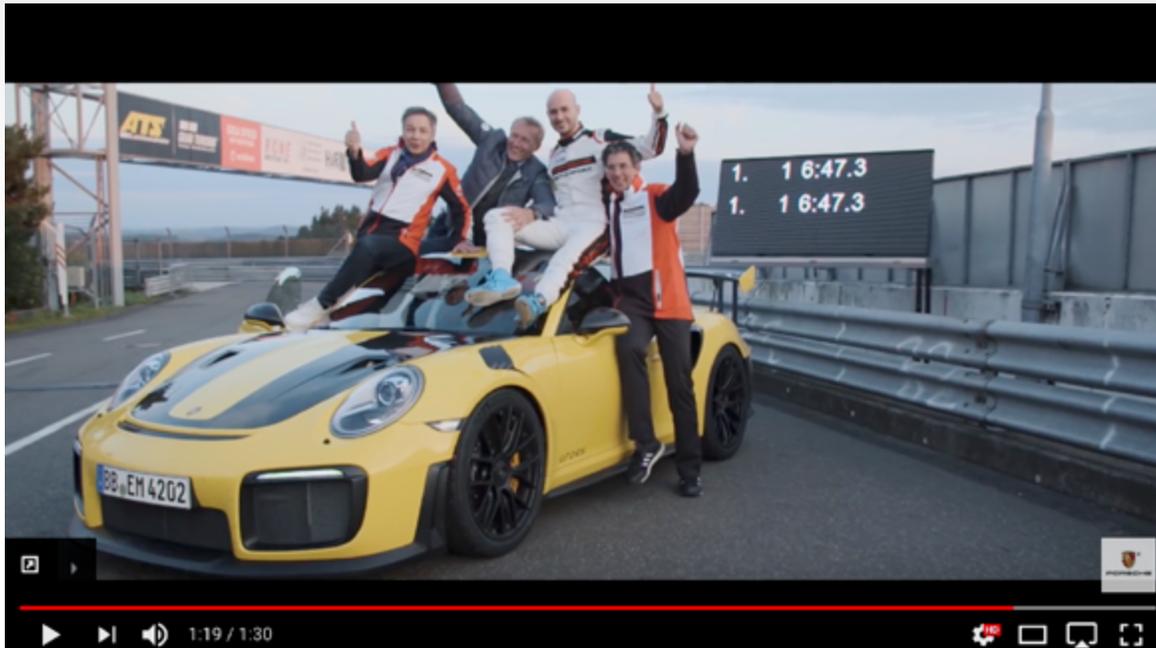
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Fun Links

VIDEO: 6 minutes, 47.3 seconds. Porsche sets a world record on the Nürburgring Nordschleife.



VIDEO: Classic and modern: a meeting of two 911s.



PORSCHE EXOTICS and CLASSICS 2017

THE NINTH ANNUAL PEOPLE'S CHOICE CAR SHOW was staged to perfection at [PJ Whelihan's Pub](#) in Blue Bell. By all accounts it was the largest and best attended of the previous benefits held the last eight years. Part of that no doubt was due to excellent weather, but I'd like to think that Riesentöter members added to the success of the day, as no less than a dozen volunteers helped check in entrants and collect donations. A number of members also registered cars.

What began as "Porsches at PJ's" nearly a decade ago has morphed into the current namesake to allow for a larger variety of vehicle makes, although I will say that the event seems to be dominated by Porsches still. David Schamerhorn is the promoter of this annual charity car show and the collections benefit the local chapter of the Juvenile Diabetes Research Foundation.

The venue has never changed, but the participants certainly have. From a club interest perspective, Porsche of Conshohocken has maintained a significant sponsorship, but other local businesses have been growing donations – numerous baskets of goodies for the raffle were presented this year, including a movie-night themed collection of items donated by RTR.

This was my sixth year of direct involvement – consisting primarily of drumming up Riesentöter volunteers and general promotion within the club. Every year I wonder how we could possibly contribute more (when schedules are so busy), and every year RTR comes up in a big way so thanks sincerely for that, whether you volunteered or entered your car (or both).

The organization and setup of the event gets better with practice – I arrived at 8 am and David was well underway. Within the hour the balance of the Riesentöter volunteers arrived, and what seemed like moments thereafter, so did the entrants. Checking in always comes in waves, but the high tide is always leading up to 10 o'clock.

Registration was a trifling \$10 per entrant. Considering the awards were top-notch and etched on glass, it was well worth the chance of a win. Not to mention the donation is for charity. There were several classes that included Porsche water-cooled and air-cooled, other German, Asian, Italian, American and British variants. In addition, there was a Best of Show, a People's Choice and our own Riesentöter award.

Entrants received a datasheet and ticket box for their windshield. Show attendees (whether they entered a car or not) were provided a batch of red category-specific tickets as well as one blue Best of Show option to be placed in the box of the car that moved them the most. Young and old had an opportunity to vote all morning and into the afternoon.

With the majority of show entrants checked in, the volunteers began selling raffle tickets in earnest. There were abundant prizes distributed about the tables where a purchaser of chances could dispense to their hearts content. All on one prize or allocated according to flavor, it was completely up to the potential winner. Several bought \$100 of tickets, which made their chances of winning all the higher.

The weather held up very nicely – no rain at all, and not too terribly hot either. It made for great attendance from both registered cars and show attendees. Closing in on two o'clock, your Riesentöter volunteers collected and tallied the winners. The nice thing about this show is that anyone can vote and the trophies are categorized. With about 30 trophies you stood a good chance to win something.

By 2:30 the raffle prizes were drawn and immediately following the victors were announced. There were a few duplicate winners due to the many categories, but most of the awards were spread out well. The competition was tough in the two Porsche categories given the ratio of Porsche to total entrants.

With awards distributed and prizes dispersed, visitors made their way home while the RTR volunteers dismantled the tents and displays. With so many years under our belts, this part gets to be easier as the years stack up. The tallies are being completed as of this writing, but by all account this years' event brought in about \$2500 – not bad for a Sunday afternoon in October...

Next year will be the tenth event and David Schamerhorn has promised a bigger and better show to commemorate this milestone. You can rest assured that Riesentöter will be there again supporting such a great benefit. How could we not?

David Newton





Member Meeting - Specialty Car Service Center

THE OCTOBER MONTHLY MEETING was held on a beautiful Saturday morning on 21 October 2017 at [Specialty Cars Service Center](http://specialtycarservicecenter.com) in Allentown, PA. It was a warm autumn day and many of the convertibles arrived with their tops down.

The meeting was well attended, with a Standing Room Only crowd extending out the front bay door. Our Vice President, David Newton, called the meeting to order and the committee chairs presented updates on activities and upcoming events.

Mark Burkit, owner of Specialty Cars Service Center, welcomed everyone to his facility. Mark is joined by his son, Nick, and daughter, Erica and has operated Specialty Cars for over twenty-five years. Together, they share the same passion for Porsche automobiles.

Mark led a timely discussion on winterizing your Porsche and the steps needed to ensure its readiness for the spring.

Some of his top tips were:

- Change your oil and filter.
- Fuel maintenance.
- Install a battery tender.
- Bleed the brakes every 2 years.
- Use a good quality car cover.

It was a very informative session and Mark answered all the questions posed by the audience. Mark and his family also provided a delicious barbecue meal from the Point Philips Hotel.

Specialty Cars Service Center is located at:

804 N. Gilmore St
Allentown PA 18109
phone: (610) 437-9333
fax: (610) 437-5572
e-mail: speccar@verizon.net
<http://specialtycarservicecenter.com>

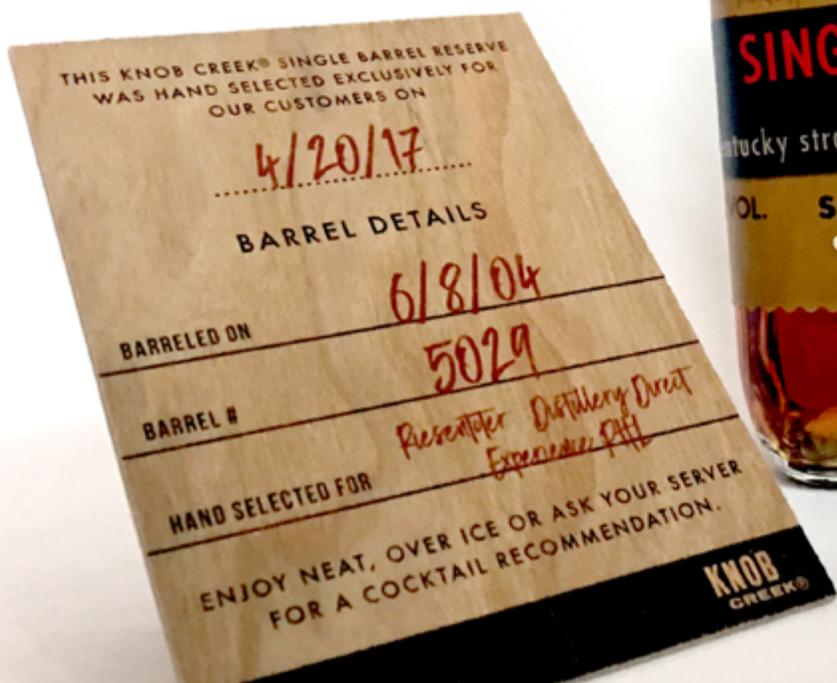
Don Eichelberger



60th Anniversary Bourbon Still Available

A \$60 donation will buy you a bottle of Knob Creek bourbon, which was hand selected by members of the RTR Executive team, for our region's 60th Anniversary celebration. RTR bought the entire barrel and it is delicious! Only a few left!!

CONTACT [Wendy Walton](#) at social@rtr-pca.org for more information.





Michael Todas
Editor

Shawn Black
Associate

Garrett Hughes
Assistant Editor

Donald Eichelberger
Associate

Not pictured: Larry Bard - Associate

Dear Riesentöter Members,

The volunteer editorial staff have brought this issue of Der Gasser magazine for everyone's enjoyment. This is your magazine and we want you to be part of it.

- Do you have a story about your car you would like to share?
- Have you taken your Porsche on a trip or met up with other Porsche owners at an event? We love to see some photos and maybe a brief write up.
- Do you have a business you would like to advertise? The next issue we will be accepting advertising from members only. There are 1500+ primary members within our region in southeastern Pennsylvania.
Please contact us at editorteam@rtr-pca.org for more information.
- Do you have a Porsche related item to sell? We can list the item in our classified section. Please contact us at editorteam@rtr-pca.org for more information.

Thank you,

Der Gasser Team